

## Message Text

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42

ACTION EB-07

INFO OCT-01 EUR-12 EA-06 ISO-00 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 SS-15 NSC-05

IO-10 PM-03 SP-02 ( ISO ) W  
----- 013813

R 270645Z MAR 75

FM AMEMBASSY STOCKHOLM

TO SECSTATE WASHDC 4269

INFO AMEMBASSY COPENHAGEN

AMEMBASSY OSLO

AMEMBASSY MOSCOW

AMEMBASSY TOKYO

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E.O. 11652: N/A

TAGS: EAIR, XZ, UR, JA, SW

SUBJECT: SAS AEROFLOT NEGOTIATIONS ON COPENHAGEN/MOSCOW/

TOKX ROUTE

REF: STOCKHOLM 2640 (1974)

1. STOCKHOLM NEWSPAPERS REPORTED MARCH 26 THAT AEROFLOT HAD AGREED TO FIFTH-FREEDOM RIGHTS FOR SAS BETWEEN MOSCOW AND TOKYO ON COPENHAGEN/MOSCOW/TOKYO ROUTE EFFECTIVE APRIL 1. NEWSPAPERS, CITING UNSPECIFIED CIVIL AVIATION SOURCES IN MOSCOW WHERE TALKS BETWEEN COMPANIES TOOK PLACE, ADDED THAT QUID-PRO-QUO WAS SAS AGREEMENT THAT AEROFLOT SHOULD ADD TWO CITIES IN EASTERN HEMISPHERE AS POINTS OF ORIGIN OF ITS FLIGHTS TO SCANDINAVIA. MK OFFICER AND SAS OFFICIAL CHARACTERIZED REPORTS AS PREMATURE, BUT THERE APPEARS TO BE SUBSTANCE TO THEM.

2. HANS VON KNORRING, MFA CIVIL AIR OFFICER, AND JON EKHOLM, SAS FOREIGN AFFAIRS DEPARTMENT, TOLD EMBOFF THEY WERE DEEPLY CONCERNED ABOUT NEQPAPER STORIES. DECLINING TO COMMENT ON LIMITED OFFICIAL USE

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POINTS "LEAKED" FROM "STRICTLY CONFIDENTIAL" NEGOTIATIONS,

EKHOLM AND VON KNORRING BOTH FEARED THAT PUBLICITY COULD HAVE NEGATIVE EFFECT ON WHAT HAD BEEN ACHIEVED. BOTH SAID THAT UNTIL CERTAIN MATTERS, SUCH AS LANDING RIGHTS, ARE APPROVED ON GOVERNMENT LEVEL, THERE IS NO CERTAINTY THAT AN UNDERSTANDING HAS BEEN REACHED. EMBOFF RECEIVED STRONG IMPRESSION THAT MAIN POINTS OF NEWSPAPER STORIES WERE ACCURATE.

3. SIGNIFICANCE OF SAS GAINING FIFTH-FREEDOM RIGHTS AT MOSCOW (I.E., RIGHT TO BOARD PASSENGERS THERE) IS NOT THAT IT WILL GREATLY INCREASE NUMBER OF SAS PASSENGERS, BUT THAT AN INEQUITABLE POOLING OF TRAFFIC REVENUES WILL BE CORRECTED. UNDER PRESENT ARRANGEMENT, SAS POOLS REVENUES OF ENTIRE COPENHAGEN/MOSCOW/TOKYO RUN WITH AEROFLOT, BUT AEROFLOT POOLS ONLY COPENHAGEN/MOSCOW SEGMENT SINCE SAS HAS NOT HAD TRAFFIC RIGHTS BETWEEN MOSCOW AND TOKYO.

4. NEWSPAPERS REPORTED USSR APPEARED UNWILLING TO PERMIT SAS TO RAISE FROM ONE TO TWO ITS WEEKLY FLIGHTS OVER TRANS-SIBERIAN ROUTE. EKHOLM SAID SAS RIGHT TO A SECOND SERVICE WAS MATTER FOR AGREEMENT NOT ONLY WITH USSR BUT ALSO WITH JAPAN. UNDER SCANDINAVIAN/JAPANESE AIR AGREEMENT, SAS HAS RIGHT TO FLY FOUR DC-8 FLIGHTS (OR EQUIVALENT) A WEEK TO TOKYO. (ONE DC-10 EQUALS 1-1/2 DC-8'M) SAS SUMMER SCHEDULE CALLS FOR TWO DC-10 FLIGHTS A WEEK ON COPENHAGEN/ANCHORAGE/TOKYO ROUTE. IF SAS RAISES ITS TRANS-SIBERIAN FREQUENCIES, IT WILL HAVE TO REDUCE ITS POLAR FLIGHTS. SINCE JAPAN ALSO APPEARS TO BE AGAINST INCREASING TRANS-SIBERIAN TRAFFIC, EKHOLM HOUGHT POLAR ROUTE WOULD CONTINUE TO PROSPER.

5. EKHOLM SAID THAT SAS WOULD LIKE TO INTRODUCE DC-10'S TO ITS ASIAN ROUTE PASSING THROUGH TASHKENT. USSR, HOWEVER, WILL NOT CONSIDER TASHKENT ROUTE SEPARATELY FROM SIBERIAN ROUTE, AND CLAIMS WITHOUT DISTINCTION THAT IT DOES NOT HAVE CAPACITY FOR HANDLING WIDE-BODIED AIRCRAFT. HOWEVER, RUNWAYS AT TASHKENT ARE BEING EXTENDED AND BUILDINGS ENLARGED TO ACCOMMODATE DC-10'S. SAS CANNOT PREDICT WHEN DC-10 ISSUE WILL BE RESOLVED.

STRAUSZ-HUPE

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## Message Attributes

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**Capture Date:** 01 JAN 1994  
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**Disposition Approved on Date:**  
**Disposition Authority:** MorefiRH  
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**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
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**Document Unique ID:** 00  
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